

AMENDMENTS TO THE CLAIMS:

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. (Currently Amended) A car seat, comprising

a catching part being disposed in a front part inside a seat cushion, said catching part extending in a widthwise direction of the seat cushion and ~~arranged~~ mounted so as to be pivotably movable up and down about a pivot axis extending codirectionally with said widthwise direction and from which said catching part is radially spaced apart; and

an inertial force application mechanism[[,]] including an inertial mass part, said inertial mass part being mounted for pivotable movement about said pivot axis from which said inertial mass part is radially spaced apart, said inertial mass part being circumferentially spaced apart a fixed distance from said catching part about said pivot axis, said inertial mass part being disposed forward of the catching part, ~~that is~~ activated by an inertial force acting directly on ~~said catching part and~~ said inertial mass part at a time of rapid deceleration operable to [[move]] pivot the catching part upward.

2. (Currently amended) The car seat according to claim 1, wherein:

the catching part is supported by a reinforcing member inside the seat cushion such that it is swingable up and down around a pivot shaft on a rear side of a vehicle relative to the pivot shaft; and

the inertial force application mechanism includes ~~[[an]]~~ the inertial mass part arranged forward of the catching part and the pivot shaft and above the pivot shaft, and a coupling part for connecting the inertial mass part and the catching part.

3. (Previously presented) The car seat according to claim 1 or 2, wherein:

the catching part is coupled to a support spring member that supports a lower side of the seat cushion, using an elastic member having a smaller maximum tension force than the inertial force that acts during the rapid deceleration.

4. (Previously presented) The car seat according to claim 1, further

comprising a locking mechanism configured to be operable for stopping downward movement of the catching part that is moved upward by the inertial force during the rapid deceleration.

5. (Previously presented) A car seat, comprising:

a catching part being disposed in a front part inside a seat cushion, said catching part extending in a widthwise direction of the seat cushion and arranged so as to be movable up and down;

inertial force application means for moving the catching part upward when activated by an inertial force at a time of rapid deceleration, said inertial force application means including an inertial mass part disposed forward of the catching part, said inertial force application means being activated by an inertial force acting directly on said catching part and said inertial mass part; and

locking means for stopping downward movement of the catching part that is moved upward by the inertial force during said rapid deceleration, the locking means including a locking member that is always kept in biased surface contact with a support member, the support member coupling and supporting the catching part and the inertial mass part with each other and further including an engagement portion formed to the support member to be engaged with the locking member when the catching part moves more than a predetermined distance when said catching part is moved upward upon activation of said inertial force application means.

6. (Currently amended) The car seat according to claim 5, wherein:

the support member has two extensions from a pivot shaft extending respectively toward the catching part side and the inertial mass part side;

a one of said two extensions extending toward the inertial mass part is substantially J-shaped when viewed from one side of the vehicle;

the locking member is arranged on a front side of the vehicle relative to the support member; and

a curved portion at ~~[[the]]~~ a front end of the J-shaped extension of the support member forms ~~[[an]]~~ the engagement portion to be engaged with the locking member.

7. (Currently amended) The car seat, comprising: according to claim 4
a catching part being disposed in a front part inside a seat cushion, said
catching part extending in a widthwise direction of the seat cushion and arranged so
as to be movable up and down;

an inertial force application mechanism, including an inertial mass part
disposed forward of the catching part, that is activated by an inertial force acting
directly on said catching part and said inertial mass part at a time of rapid
deceleration operable to move the catching part upward; and

a locking mechanism configured to be operable for stopping downward
movement of the catching part that is moved upward by the inertial force during the
rapid deceleration, wherein the locking mechanism includes:

a locking member that is maintained in biased contact with a support member, the support member coupling and supporting the catching part and the inertial mass part with each other; and

an engagement portion formed to the support member to be engaged with the locking member when the catching part moves more than a predetermined distance.

8. (Previously presented) The car seat according to claim 7, wherein:

the support member has two extensions from a pivot shaft extending respectively toward the catching part side and the inertial mass part side;

a one of the extensions toward the inertial mass part side is substantially J-shaped when viewed from one side of the vehicle;

the locking member is arranged on a front side of the vehicle relative to the support member; and

a curved portion at a front end of the J-shaped one of the extensions of the support member forms the engagement portion to be engaged with the locking member.

9. (Currently amended) The car seat, comprising: according to claim 4
a catching part being disposed in a front part inside a seat cushion, said
catching part extending in a widthwise direction of the seat cushion and arranged so
as to be movable up and down;

an inertial force application mechanism, including an inertial mass part
disposed forward of the catching part, that is activated by an inertial force acting
directly on said catching part and said inertial mass part at a time of rapid
deceleration operable to move the catching part upward; and

a locking mechanism configured to be operable for stopping downward movement of the catching part that is moved upward by the inertial force during the rapid deceleration, wherein the locking mechanism includes:

a support member coupling the catching part and the inertial mass part with each other, said support including gear teeth carried thereon; and

a pendular member having other gear teeth for engaging said gear teeth of said support member when brought out of a normally disengaged state therewith by the rapid deceleration against a bias which operates to maintain the normally disengaged state in the absence of said rapid deceleration, engagement of said gear teeth and said other gear teeth preventing said downward movement of the catching part.

10. (Previously presented) The car seat according to claim 1, wherein said catching part includes a pipe material having a circular cross-section.

11. (Previously presented) The car seat according to claim 1, wherein said catching part includes a material having a triangular cross-section oriented such that a flat side of said triangular cross-section is parallel to an upper surface of the seat cushion in normal conditions.